

## **Downtown Bellevue**

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### **1.0 Setting and Physical Characteristics**

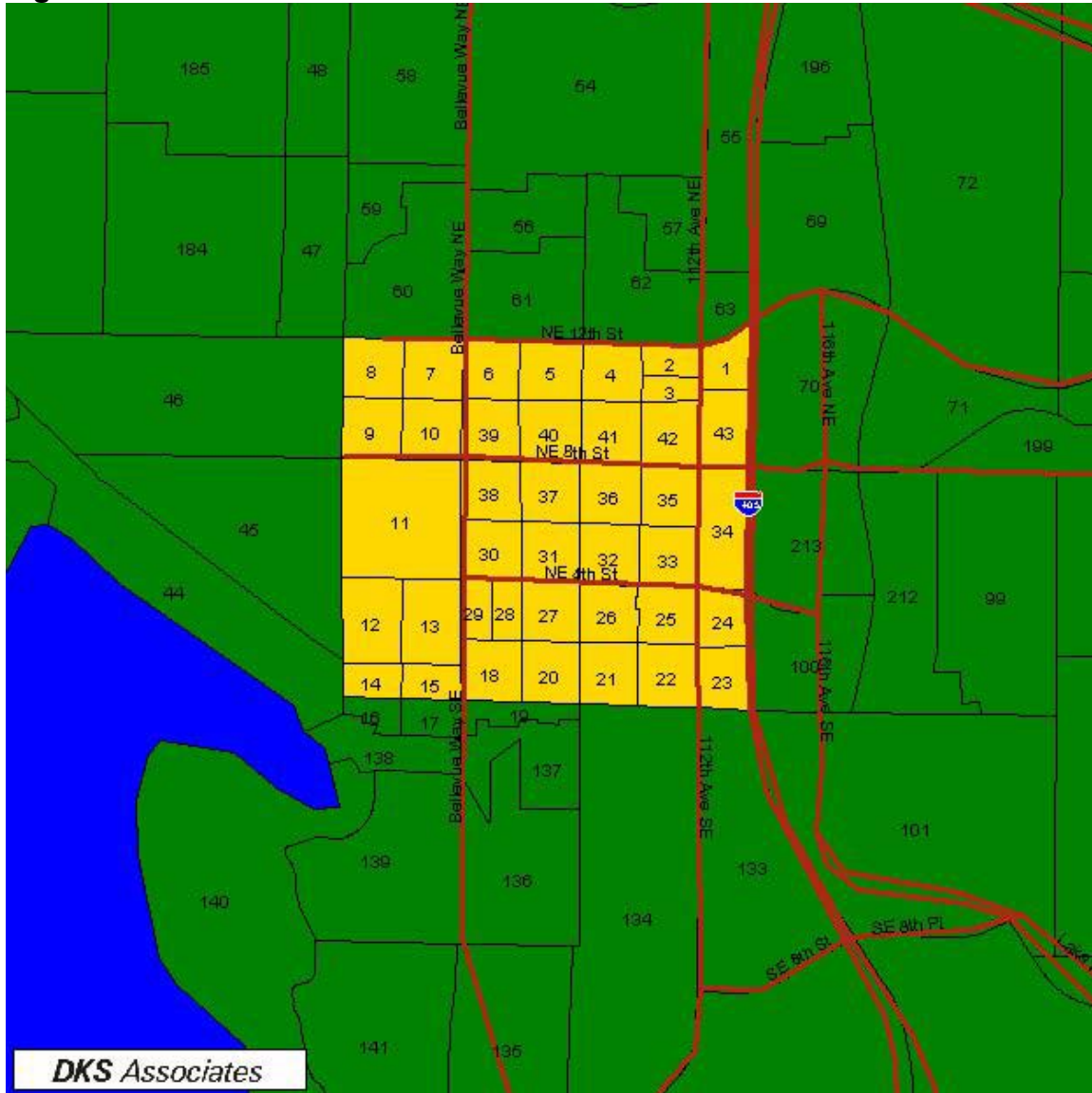
#### **1.1 Location**

This section summarizes the characteristics of the downtown area of Bellevue, an older, increasingly high-density downtown. Downtown Bellevue extends from I-405 on the east to 100<sup>th</sup> Avenue NE on the west, and from NE 12<sup>th</sup> Street on the north just south of Main Street on the south.<sup>1</sup> The case study area boundaries are illustrated in Figure 1-1.

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<sup>1</sup> This section was taken from: City of Bellevue CBD Implementation Plan, Final Report, May 1989. DKS Associates et al.

**Figure 1-1. Downtown Bellevue**



## **1.2 Land Use Character and Mix**

As the financial and business center of the city, Downtown Bellevue is dominated by office and retail uses. Accordingly, it is a major employment center, and this position is expected to be reinforced by continual growth in office development. Downtown Bellevue serves a regional retail and cultural market with a new art museum, a large shopping center and other retail stores. The City of Bellevue has also concentrated more and more residential growth downtown in recent years, in the form of mixed-use development and high rise condominiums. In order to encourage walking activity, the street network downtown has been successfully retrofitted with sidewalks and broken up into smaller blocks. Downtown Bellevue is well served by transit.

## **1.3 Access to Freeways and State Facilities**

As shown in Figure 1-1, three major highways circle downtown.

**SR 520.** This highway often represents a major bottleneck for travel between Seattle and the eastside of Lake Washington. A lack of adequate mobility across the lake could represent a constraint on the growth of Downtown Bellevue if the growth is dependent on Seattle's employers or shoppers. It is possible, however, that the lack of access to Seattle caused by the constraints on SR 520 may result in an even higher demand for travel to Downtown Bellevue.

**I-405.** This major freeway in the area runs north-south through Bellevue. It is the eastern border of the study area. I-405, a 16 mile long road connecting I-5 in Tukwila with I-5 in Lynnwood is the state's most congested freeway. Commuters experience up to 12 hours of congestion each day on parts of I-405. The I-405 EIS was completed in 2002 and recommends two additional lanes in each direction, along with an aggressive TDM program and significant increases in transit service.

The existing I-405 interchanges through Downtown Bellevue currently operate at capacity conditions. To support additional growth in the downtown area, improved interchange capacity at I-405 is needed. *Access Downtown* is a construction project that will complete a series of local street improvements in and around downtown Bellevue and specific freeway enhancements at key interchanges with I-405. Access Downtown will add a new interchange at Northeast Sixth Street for buses and carpools, giving buses direct access to an expanded Bellevue Transit Center. It will improve freeway interchanges at Northeast Fourth, Northeast Eighth, and Southeast Eighth streets.

**I-90.** This corridor is likely to have improved transit and HOV capacity and will likely serve as a key corridor for bus and HOV traffic destined to Seattle. Two-way, all-day HOV lane operation is already being studied in the corridor. No improvements are programmed for the Bellevue Way/I-90 interchange. Widening Bellevue Way to three lanes provides an opportunity to provide an exclusive HOV/bus lane to/from I-90 with connections to the improved bus and HOV facilities in the corridor; however, this function will be served somewhat by direct freeway-to-freeway HOV lane connections at the I-90/I-405 interchange when it is rebuilt.

## **1.4 Roadway Network**

In the downtown area, the major intersections at "gateways" to the Downtown currently experience the greatest congestion. These intersections also tend to serve as a metering function in the transition from freeway to slower, signal-controlled, arterial traffic movement. Intersections in this category include: 112<sup>th</sup> Avenue NE at NE 8<sup>th</sup> Street, NE 4<sup>th</sup> Street, NE 12<sup>th</sup> Street, and Main Street, and Bellevue Way NE at NE 12<sup>th</sup> Street.

NE 8<sup>th</sup>, NE 4<sup>th</sup> and SE 8<sup>th</sup> Streets provide access to I-405. In 1999, NE 8<sup>th</sup> Street had PM peak hour volumes of 2,980 vehicles per hour at 112<sup>th</sup> Avenue and carried about 56 percent of the combined PM peak traffic with about 5,350 vehicles per hour. At NE 8<sup>th</sup> Street and NE 4<sup>th</sup> Street. These latter streets are the two streets most directly serving the Downtown. SE 8<sup>th</sup> Street, west of I-405, carried about 1,320 trips in the PM peak hour.

NE 8<sup>th</sup> Street, west of the Downtown, carried about 900 vehicles per hour in 1999 during the PM peak. This arterial serves both local traffic for the residential areas to the west and regional trips that use NE 8<sup>th</sup> Street and 84<sup>th</sup> Avenue NE as alternative routes to SR 520 westbound. NE 24<sup>th</sup> Street primarily carries local traffic in Bellevue, Clyde Hill and Medina.

Major east-west arterials in the portion of Bellevue west of I-405 include NE 8<sup>th</sup> Street, which extends through Clyde Hill and Medina to the west and runs through Bellevue, eventually connecting to West

Lake Sammamish Parkway to the east. NE 24<sup>th</sup> Street provides an additional east-west arterial in the residential area north of Downtown.

Bellevue Way and 112<sup>th</sup> Avenue are the major north-south streets through this area. Bellevue Way links I-90 on the south to SR 520 on the north. 11<sup>th</sup> Avenue NE is connected to I-90 via Bellevue Way, which it intersects at SE 20<sup>th</sup> Street. It also connects to SR 520 at the 108<sup>th</sup> Avenue NE interchange. The section of Bellevue Way immediately north of I-90 had 1999 PM peak volumes of 3,722 vehicles per hour. Where 112<sup>th</sup> Avenue splits from Bellevue Way, the latter carried about 2,438 PM Peak hour vehicles, about 62 percent of the combined total of 3,910 vehicles per hour for the two arterials.

### **1.5 Transit Services**

The existing and future transit service levels are discussed in the following sections.

#### **1.5.1 Existing Transit Service**

In addition to being a destination for regional transit riders, Downtown Bellevue is also a major transfer point. It is estimated that 50 percent of riders that enter downtown are transferring to other services. The following bus routes serve the downtown Bellevue area:

**Route 167** is a peak directional route (into Downtown in the AM, out of downtown in the PM) with 30 minute headways. The route serves: University District, SR-520 Freeway Stops, Bellevue Transit Center, Wilburton P&R, Newport Hills P&R, Kenneydale, Renton Boeing, South Renton P&R, Kent Transit Center, and Auburn P&R

**Route 220** is an all day route with 30 minute headways during the peak hours. The route serves: Redmond P&R, Redmond Town Center, Rose Hill, South Kirkland P&R, and Downtown Bellevue.

**Route 222** is an all day route with 30 minute headways during the peak hours. The route serves: Bellevue, Beaux Arts, South Bellevue P&R, Factoria, Eastgate P&R, Bellevue Community College, Overlake, and Overlake P&R.

**Route 230** is an all day route with 30 minute headways during the peak hours. The route serves: Kingsgate P&R, Totem Lake Mall, Rose Hill, 124th Ave NE, NE 85th St, Kirkland Transit Center, Lake Washington Blvd., South Kirkland P&R, Bellevue Way NE, Bellevue Transit Center, NE 8th St, Crossroads, Overlake, Microsoft, 156th Ave NE, SR-520, Redmond P&R

**Route 232** is a peak hour route with 20 minute headways. The route serves: Duvall, Cottage Lake, English Hill, Redmond P&R, SR-520, I-405, Bellevue, Bellevue Transit Center

**Route 233** is an all day route with 30 minute headways during the peak hours. The route serves: Avondale Rd NE & Avondale Pl NE, Bear Creek P&R, 148th Ave NE, 156th Ave NE, Microsoft, Overlake, Bell-Red Rd, Bellevue Transit Center

**Route 234** is an all day route with 30 minute headways during the peak hours. The route serves: Northshore P&R, Kenmore, Finn Hill, Juanita, Kirkland Transit Center, Northwest College, S. Kirkland P&R, 116th Ave NE, Bellevue Transit Center

**Route 237** is a directional peak hour route with 15 minute headways. The route serves: Bellevue, Houghton Freeway Station, Kingsgate Freeway Station, Brickyard P&R, and Woodinville P&R.

**Route 240** is an all day route with 30 minute headways during the peak hours. The route serves: Clyde Hill, Bellevue Transit Center, South Bellevue P&R, Factoria, Newcastle, Renton Highlands, Renton Boeing, Renton Transit Center, South Renton P&R.

**Route 243** is a directional peak hour route with 30 minute headways. The route serves: Jackson Park, Lake City, Ravenna, University Village, Montlake, Evergreen Point, Bellevue, Wilburton P&R

**Route 249** is an all day route with 30 minute headways during the peak hours. The route serves: Redmond P&R, West Lake Sammamish Pkwy, Sammamish Viewpoint Park, Overlake, Overlake P&R, NE 20th St, 116th Ave. NE, Bellevue Transit Center.

**Route 253** is an all day route with 30 minute headways during the peak hours. The route serves: Bear Creek P&R, Redmond P&R, Redmond Civic Center, 148th Ave NE, Overlake, Overlake P&R, Crossroads, Bellevue Transit Center,

**Route 261** is a directional peak hour route (to Seattle in the AM, to Overlake in the PM) with 30 minute headways. This route serves: Overlake P&R, Overlake, Crossroads, N.E. 8th St., Bellevue Transit Center, Clyde Hill, Medina, Montlake, and Downtown Seattle

**Route 271** is an all day route with 15-minute headways during the peak hours. The route serves: Issaquah P&R, Eastgate, Eastgate P&R, Bellevue Community College, Bellevue Transit Center, University District.

**Route 272** is a directional all day route (to the UW in the AM, to Eastgate in the PM) with 20 minute headways in the peak hours. This route serves: University District, SR-520 Freeway Stops, Crossroads, Lake Hills, Eastgate P&R, Eastgate

**Route 342** is a directional peak hour route (to Renton in the AM, to Shoreline P&R in the PM) with 30 minute headways. This route serves: Shoreline P&R, Aurora Village Transit Center, Lake Forest Park, Kenmore, Bothell P&R, I-405 & NE 160th St. Freeway Station, Kingsgate Freeway Station, Houghton Freeway Station, Bellevue Transit Center, South Bellevue P&R, Coal Creek Pkwy Freeway Station, Newport Hills, Kenneydale Freeway Station, Renton Boeing, Renton Transit Center

**Route 530** is a directional peak hour route (to Bellevue in the AM, to Everett Station in the PM) with 30-minute headways. The route serves: Everett Mall, Eastmont P&R, Ash Way P&R, Canyon Park P&R, I-405 & NE 195th St., UW Bothell Campus, Cascade Community College, Bothell P&R, Brickyard freeway station, Kingsgate freeway station, Houghton freeway station, Bellevue Transit Center

**Route 532** is a directional peak hour route (to Bellevue in the AM, to Everett Station in the PM) with 30-minute headways. The route serves: Everett Mall, Eastmont P&R, Ash Way P&R, Canyon Park P&R, Kingsgate freeway station, Bellevue Transit Center

**Route 535** is a directional peak hour route (to Bellevue in the AM, to Everett Station in the PM) with 30-minute headways. The route serves: Lynnwood P&R, Alderwood Mall, Canyon Park P&R, I-405 & NE 195th St., UW Bothell Campus, Cascadia Community College, Bothell P&R, Brickyard freeway station, Kingsgate freeway station, Houghton freeway station, Bellevue Transit Center

**Route 550** is an all day route with 10-minute headways during the peak hours. The route serves: Bellevue Square, Bellevue Transit Center, South Bellevue P&R, Mercer Island P&R, I-90 & Rainier, Downtown Seattle (tunnel)

**Route 555** is a peak hour route with 30-minute headways. The route serves: Issaquah P&R, Eastgate P&R, Bellevue Transit Center, SR-520 Freeway Stations, Northgate Transit Center/

**Route 560** is an all day route with 30-minute headways during the peak hours. The route serves: Bellevue Transit Center, South Bellevue P&R, Newport Hills P&R, Kenndale, Renton Boeing, Renton Transit Center, Sea-Tac Airport

**Route 565** is an all day route with 30-minute headways during the peak hours. The route serves: Federal Way Transit Center, Auburn Transit Center, Auburn Commuter Rail Station, Kent Transit Center, Renton Transit Center, Boeing Renton, Bellevue Transit Center

**Route 921** is an all day route with one hour headways during the peak hours. The route serves: Factoria Square, Somerset, Eastgate P&R, Woodridge, Bellevue

The existing Transit Center facilities were inadequate to meet the needs of Sound Transit's expanded bus service, creating congestion at the Transit Center. In 2002, ten bus bays, shelter improvements and rider amenities were added to the expanded Bellevue Transit Center Island, and shelters have been added to bus stops on 108th Avenue NE and 106th Avenue NE. The improvements will enable more than 100 buses per hour to move efficiently through the center. Roadway improvements on 106th Avenue NE, 108th Avenue NE, 110th Avenue NE, and on Northeast Sixth Street east of 110th Avenue have already been completed to improve transit and traffic flow through the downtown area and around the transit center. Direct access improvements will be completed to connect the transit center to Interstate 405 in 2005.

### **1.5.2 Forecast Transit Service for 2030**

The PSRC/Trans-Lake model was used to forecast the number of transit routes in the case study area for both the base and future conditions. Table 1-1 lists the number of routes by type (rail, ferry, high frequency bus service, and low frequency bus service), while Table 1-2 lists the frequency of service for each transit type.

Over the next thirty years, Downtown Bellevue is expected to get more high frequency bus service. The number of high frequency routes will go from 2 today in the AM Peak to 18 in 2030.

**Table 1-1. Number of Routes**

Time Period	Year	Rail	Ferry	High Bus	Low Bus	Total
AM Peak	2000			2	28	30
	2030			18	7	25
Mid-Day	2000			2	29	31
	2030			15	4	19

**Table 1-2. Frequency of Service (buses per hour)**

Time Period	Year	Rail	Ferry	High Bus	Low Bus	Total
AM Peak	2000			10	43	52
	2030			96	15	111
Mid-Day	2000			10	45	54
	2030			62	4	66

## 1.6 Parking Supply, Availability and Price

An extensive inventory of parking in Downtown Bellevue was conducted by the Puget Sound Regional Council in 1999 and was supplemented by the City of Bellevue. The results of the inventory were reported in the 2020 Baseline Transportation Analysis and are repeated here in Table 1-3. The inventory indicated that a total of 28,677 spaces existed in Downtown Bellevue in 1999. Of these, 28,142 (98%) were off-street spaces. Overall, the downtown spaces were 63% occupied. The occupancy in individual sectors varied from 50% to 80%.

**Table 1-3. Inventory of Existing Parking in Downtown Bellevue**

Sector	1	2	3	4	5	6	7	8	9	Total
On-Street Parking	93	46	9	11	40	18	143	62	113	535
Off-Street Parking	2360	2471	1527	6040	3599	4700	2671	3850	924	28142
Total Parking	2453	2517	1536	6051	3639	4718	2814	3912	1037	28677
Observed P.M. Demand	1818	1742	831	3012	2468	3777	1670	2315	491	18124
Observed P.M. Occupancy	74%	69%	54%	50%	68%	80%	59%	59%	47%	63%

Source: DKS Associates

The average parking costs for Downtown in 1999 are shown in Table 1-4. The averages are based only on those lots with any type of known costs (7.6 percent of all lots). As Table 1-4 illustrates, the second half of the decade saw a great increase in the parking costs associated with stalls in Downtown Bellevue. The parking supply and demand numbers that were developed for the TEEM model are shown in Table 1-5.

**Table 1-4. Average Parking Costs 1989 to 1999 in Downtown Bellevue**

	1989 Weighted Average	1994 Weighted Average	1999 Weighted Average	Annual Change (’89 to ’99)
0-2 hours	\$2.18	\$2.36	\$3.78	5.70%
Daily	\$6.01	\$6.55	\$11.21	6.40%
Monthly	\$54.28	\$67.47	\$105.51	6.90%

Source: Parking Inventory for Seattle and Bellevue 1999, Puget Sound Regional Council, May 2000

**Table 1-5. Parking Supply and Demand by Type**

	Parking Type			
	Retail	Office	Other	Total
2000 Supply	*1	*1	26,645	<b>26,645</b>
2000 Demand	*1	*1	17,084	<b>17,084</b>
2000 D/S Ratio	*1	*1	0.64	<b>0.64</b>
2030 Supply				<b>65,624</b>
2030 Demand				<b>23,149</b>
2030 D/S Ratio				<b>0.35</b>

1. The type of parking by type (Retail or Office) was not recorded

When collecting parking costs, the PSRC/Trans-Lake baseline model assumes a relatively high parking cost in many parts of the region. Then, in the implementation of the model, the parking costs are lowered for many users to reflect that many users don't pay for the full price of parking. In the implementation of TEEM, the forecast parking costs were assumed to be one-half of the baseline PSRC/Trans-Lake model to account for people whose parking costs are subsidized. The resulting parking costs are shown in Table 1-6.

**Table 1-6. Average Parking Costs**

	Parking Costs	
	2000	2030
Drive Alone	\$3.76	\$9.11
Carpool	\$1.80	\$4.34
Vanpool	\$0.00	\$0.00

## **1.7 Pedestrian and Bicycle Facilities**

The existing pedestrian facilities in downtown Bellevue consist of sidewalks, crosswalks, signals, and handicapped ramps. Sidewalks exist within and around much of the study area, including the Bellevue Square shopping center. Several of the major through streets have sidewalks along all or most of their length, including 100<sup>th</sup> Avenue NE, Bellevue Way, 106<sup>th</sup> Avenue NE, 108<sup>th</sup> Avenue NE and NE 4<sup>th</sup> Street. However, many of these streets are not in compliance with widths required in the Land Use Code. Major streets with segments lacking on one or both sides are Main Street, NE 1<sup>st</sup> Street, NE 8<sup>th</sup> Street, NE 6<sup>th</sup> Street, NE 2<sup>nd</sup> Street and 110<sup>th</sup> Avenue NE. Sidewalk widths range from 8 to 12 feet along most streets, but there are several locations where the useable width is narrower due to obstructions. The 12-foot sidewalks include a four-foot planning strip at the curb for street trees. Along Main Street in the downtown area, brick sidewalks have been installed.

Marked crosswalks are located at most intersections within the downtown and at all signalized intersections. Crosswalks at signalized intersections have walk/don't walk signals. Many of these signals require pedestrian activation by push buttons.

Based on City of Bellevue data, quite a few handicapped ramps exist throughout the study area. Some intersections are missing ramps on some of their corners. In these situations, a crosswalk has a ramp on one end but not on the other.<sup>2</sup>

## **2.0 Population and Employment Characteristics**

Population and employment data for Downtown Bellevue are discussed below.

### **2.1 Population**

The population of Downtown Bellevue is forecast to increase over seven times its current population over the next thirty years (See Table 2-1). This huge increase is due to the way that the City leaders are aggressively pursuing many types of densification techniques to enhance the downtown. This increase in population could potentially increase the effectiveness of transit and non-motorized modes significantly in the area.

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<sup>2</sup> This section was taken from: City of Bellevue CBD Implementation Plan, Final Report, May 1989. DKS Associates et al.



**Table 2-1. Background Model Information**

	2000	2030
Size (sq. miles)	0.65	
Population	2,145	15,277

## **2.2 Employment**

Similar to the population forecasts, Downtown Bellevue is expected to see a huge increase in the number of office workers (over 38,000 workers). In addition, the number of retail workers is expected to almost double. The increase is expected to be fairly well distributed by size of employer, as shown in Table 2-2 and Table 2-3.

**Table 2-2. Employment by Type**

	Model Employment	
	2000	2030
Retail	7,336	13,919
Office	15,816	53,886
Other	153	64
<b>Total</b>	<b>23,305</b>	<b>67,869</b>

**Table 2-3. Employee Data by Size of Employer**

	Number of Employees				Grand Total
	0-49	50-99	100-499	500+	
2000	8,378	3,589	5,674	5,664	23,305
2030	24,398	10,452	16,523	16,496	67,869

## **2.3 Characteristics by Transportation Analysis Zone (TAZ)**

Table 2-4 lists the transit level of service definitions that were used for each TAZ, while Table-2-5 illustrates the changes in land use characteristics that are expected for each TAZ in Downtown Bellevue. Transit service is already high throughout the area, and is forecast to become even better over the next thirty years. In general, the mix of uses in the area is not forecast to change in any noticeable direction, while the density is expected to increase for many of the zones. Table 2-6 gives the population, employment and trips by local area TAZ for Downtown Bellevue. The summary of these characteristics was described in earlier sections. In general, the zones are expected to see huge increases in population and employment, as well as production and attraction trips. Table 2-7 shows that in the future most of the population and employment will be in zones that are better serviced by transit.

**Table 2-4. Transit Level of Service Definitions**

<b>Transit Service</b>	<b>Definition</b>
High 1	At least one (1) rail route or five (5) or more high frequency routes
High 2	Four (4) high frequency routes or at least fifteen (15) total routes
Medium 1	Three (3) high frequency routes or at least ten (10) total routes
Medium 2	Two (2) high frequency routes or at least five (5) total routes
Low 1	At least two (2) total routes
Low 2	Less than two (2) total routes

**Table 2-5. Land Use Characterizations by Local Area TAZ**

TAZ	Transit Service		Mixed-Use		Density	
	2000	2030	2000	2030	2000	2030
1	High 2	High 1	Low	Low	Low	High
2	Medium 1	High 1	Low	Low	High	High
3	High 2	High 1	Low	Low	Low	High
4	High 2	High 1	Low	Low	Low	Medium
5	Medium 1	High 1	Low	Low	Low	High
6	Medium 1	High 1	Medium	Medium	Medium	High
7	Medium 2	High 1	Medium	Medium	Medium	High
8	Medium 2	High 1	Medium	Medium	Low	Medium
9	Medium 2	High 1	Medium	Medium	Medium	High
10	Medium 1	High 1	Medium	Medium	High	High
11	High 2	High 1	Medium	Medium	High	High
12	Medium 2	High 1	Medium	High	Low	Low
13	High 2	High 1	Medium	Medium	Low	Medium
14	Low 1	Medium 2	Medium	High	Medium	High
15	Low 1	High 1	Medium	Medium	High	High
18	Medium 2	High 1	Medium	Medium	High	High
20	High 2	High 1	Low	Low	High	High
21	High 2	High 1	Low	Low	Medium	High
22	High 2	High 1	Low	Low	High	High
23	High 2	High 1	Low	Low	Low	Low
24	High 2	High 1	Low	Low	High	High
25	High 2	High 1	Low	Low	Medium	High
26	High 2	High 1	Low	Low	High	High
27	High 2	High 1	Low	Low	High	High
28	High 2	High 1	Medium	Low	Medium	High
29	Medium 2	High 1	Medium	Medium	Medium	High
30	High 2	High 1	Medium	Low	High	High
31	High 2	High 1	Medium	Low	High	High
32	High 2	High 1	Low	Low	High	High
33	High 2	High 1	Low	Low	High	High
34	High 2	High 1	Low	Low	Medium	Medium
35	High 2	High 1	Low	Low	Medium	High
36	High 2	High 1	Low	Low	High	High
37	High 2	High 1	Medium	Low	High	High
38	High 2	High 1	Medium	Low	High	High
39	High 2	High 1	Medium	Medium	High	High
40	High 2	High 1	Low	Low	Medium	High
41	High 2	High 1	Low	Low	High	High
42	High 2	High 1	Low	Low	High	High
43	High 2	High 1	Low	Low	Low	Low

**Table 2-6. Population, Employment and Trips by Local Area TAZ**

TAZ	Area sq. miles	Population and Employment						Home Based Work Person Trips			
		Population		Retail		Other		Productions		Attractions	
		2000	2030	2000	2030	2000	2030	2000	2030	2000	2030
1	0.012	0	0	0	23	108	1,614	0	0	120	1,870
2	0.008	338	816	8	43	5	6	498	1,001	63	137
3	0.007	9	601	0	17	42	81	9	737	47	170
4	0.015	0	448	0	33	40	46	0	549	101	242
5	0.017	173	1,463	25	46	21	59	306	2,844	152	408
6	0.015	0	451	213	357	17	19	0	876	276	548
7	0.016	0	64	112	504	78	81	0	125	616	1,228
8	0.016	119	231	15	86	38	44	210	448	80	193
9	0.016	71	102	212	463	0	0	126	198	269	617
10	0.016	0	77	330	498	45	53	0	150	450	718
11	0.062	0	0	3,313	4,663	0	0	0	0	8,060	10,803
12	0.022	17	24	3	5	6	7	30	48	12	18
13	0.022	1	303	98	81	22	26	2	588	144	176
14	0.009	159	805	44	117	45	50	283	1,565	160	320
15	0.009	0	322	165	116	31	52	0	626	234	253
18	0.016	0	354	319	695	14	646	0	688	404	1,675
20	0.016	271	781	99	179	691	1,548	482	1,517	935	2,070
21	0.016	0	746	211	508	8	574	0	915	264	1,397
22	0.017	87	1,343	84	123	1,016	1,344	128	1,647	1,243	1,817
23	0.014	0	0	0	23	0	0	0	0	128	269
24	0.013	0	0	0	23	294	680	0	0	328	805
25	0.016	130	900	38	83	112	1,002	191	1,103	189	1,334
26	0.015	269	792	32	93	297	2,679	397	971	407	3,248
27	0.016	0	386	107	220	531	3,847	0	751	720	4,636
28	0.008	0	322	126	81	11	990	0	626	167	1,259
29	0.008	0	470	54	190	73	0	0	914	153	312
30	0.016	43	0	169	370	1,445	2,731	77	0	1,834	3,568
31	0.015	0	0	552	718	1,258	3,078	0	0	2,068	4,372
32	0.016	0	0	0	104	2,816	6,648	0	0	3,130	7,714
33	0.016	0	0	0	0	662	771	0	0	736	1,091
34	0.026	0	0	29	32	397	462	0	0	477	569
35	0.016	0	0	154	631	81	3,322	0	0	437	5,417
36	0.016	0	0	55	27	671	3,574	0	0	825	4,122
37	0.016	0	0	225	151	1,271	6,557	0	0	1,685	7,518
38	0.016	0	263	144	1,150	511	2,308	0	511	743	4,555
39	0.016	0	103	261	401	1,354	2,936	0	200	2,093	4,383
40	0.017	4	750	123	923	161	3,059	6	1,457	329	5,012
41	0.016	53	627	0	46	1,425	1,674	76	769	1,592	2,027
42	0.017	398	1,733	15	97	369	1,382	572	2,126	482	2,117
43	0.017	2	0	0	0	3	0	2	0	151	176

**Table 2-7. Population Employment by Transit Service**

		Transit Service Level						Total
		High 1	High 2	Medium 1	Medium 2	Low 1	Low 2	
Transit Service	2000 Base	0	28	4	6	2	0	40
	2030 Base	39	0	0	1	0	0	40
Population	2000 Base	0	1,268	511	206	159	0	2,145
	2030 Base	14,472	0	0	805	0	0	15,277
Total Employment	2000 Base	0	21,434	664	924	284	0	23,305
	2030 Base	67,702	0	0	168	0	0	67,869

## 3.0 Travel Behavior Inventory

### 3.1 Person and Vehicle Trips

The person and vehicle trips for study area employees and residents are illustrated in Table 3-1. As the population of Downtown Bellevue is expected to increase dramatically in the next 30 years, so are the employed residents. Additionally, the number of employees who work in Downtown Bellevue is expected to more than double in the next 20 years, leading to a huge increase in vehicle trips to the area.

**Table 3-1. Daily Commute Trips**

	Person Trips		Vehicle Trips	
	2000	2030	2000	2030
Study Area Employee	32,305	89,164	20,267	18,964
Employed Residents	3,395	23,951	2,353	15,833

### 3.2 Vehicle Miles Traveled

The vehicle miles traveled to work by Downtown Bellevue employees are illustrated in Table 3-2. As one would expect, vanpool users traveled much farther than the other modes, with drive alone and transit users traveling about the same distance.

**Table 3-2. Average Vehicle Miles Traveled to Work by Mode**

Mode	Vehicle Miles Traveled to Work
Drive Alone	15
Carpool	18
Vanpool	33
Transit	15
Non-Motorized	0

### 3.3 SR 520 Corridor Trips

About 2.2 percent of the PM Peak vehicle trips to and from Downtown Bellevue cross the SR 520 bridge. As shown in Table 3-3, a higher percentage of vehicle trips entering the Downtown Bellevue use the bridge, although trips leaving the study area contribute a higher total number of vehicles to the bridge traffic. At 3,994, Downtown Bellevue trips comprise 9.7 percent of total bridge traffic during the PM peak period.

**Table 3-3. Study Area Vehicle Trips Related to SR 520 Corridor**

	From the Study Area	To the Study Area	Total Trips
PM Peak Trips	218,222	45,393	263,616
Study Area Trips Crossing SR 520 Bridge	2,438	1,556	3,994
Percent of Case Study Trips Crossing SR 520 Bridge	1.1%	3.4%	1.5%

### **3.4 Average Vehicle Occupancy for Commute trips**

The average vehicle occupancy for vehicle trips is shown in Table 3-4.

**Table 3-4. Average Number of People per Vehicle**

	Average Number of People
Drive Alone	1.00
Carpool	2.08
Vanpool	8.76

### **3.5 Historical CTR Mode Shares by Year**

There were between eight and eighteen CTR employers that provided updates to the CTR database in the Downtown Bellevue area on any given year. The mode split for these employers is shown in Table 3-5. The drive alone mode split has dropped somewhat over the years, while the percentage of employees who use transit to get to Downtown Bellevue has increased.

**Table 3-5. Mode Share for CTR Employers**

	Number of Employers	Mode Choice					
		Drive Alone	Carpool	Vanpool	Transit	Non-Motorized	Other
1993	8	61%	22%	2%	12%	1%	1%
1995	16	69%	17%	2%	9%	2%	1%
1997	17	65%	17%	2%	13%	1%	1%
1999	18	59%	21%	3%	16%	1%	1%
2001	16	58%	19%	3%	18%	1%	1%

## **4.0 History with TDM and Land Use Strategies**

The City of Bellevue has developed many TDM type programs over the years. In particular, in 2001 they developed a series of programs that are funded by the City, the County and the Downtown Bellevue Association<sup>3</sup>. These five programs listed are:

1. Employer Outreach Coordinator

<sup>3</sup> City of Bellevue, Access Downtown Rideshare Program, May 2001

2. Rideshare Plus Program
3. Area-Wide FlexPass
4. Incentives for Vanpool Formation
5. Media Coverage.

Table 4-1 lists the percentage of Downtown Bellevue employers who stated that they either did or did not offer a TDM program.

**Table 4-1. Percentage of CTR Employers Who Offer a Program**

		Year			
		1995	1997	1999	2001
CWW Program	Yes	43%	47%	27%	23%
	No	57%	53%	73%	77%
Telecommuting	Yes	21%	88%	55%	38%
	No	79%	12%	45%	62%
Flex Time	Yes	64%	65%	82%	50%
	No	36%	35%	18%	50%
Guaranteed Ride Home	Yes	71%	65%	41%	38%
	No	29%	35%	59%	62%
Ridematching Services	Yes	36%	29%	41%	35%
	No	64%	71%	59%	65%
Shuttle Service	Yes	14%	6%	14%	15%
	No	86%	94%	86%	85%
Bike Subsidy	Yes	13%	33%	5%	8%
	No	87%	67%	95%	92%
Walking Subsidy	Yes	13%	6%	5%	4%
	No	87%	94%	95%	96%
Carpool Subsidy	Yes	27%	18%	32%	23%
	No	73%	82%	68%	77%
Vanpool Subsidy	Yes	53%	47%	73%	50%
	No	47%	53%	27%	50%
Transit Subsidy	Yes	67%	41%	82%	69%
	No	33%	59%	18%	31%
Ferry Subsidy	Yes	27%	29%	18%	15%
	No	73%	71%	82%	85%
Gen. Transportation Allowance	Yes	13%	12%	9%	8%
	No	87%	88%	91%	92%
Clothes Locker	Yes	21%	29%	32%	31%
	No	79%	71%	68%	69%
Uncovered Bicycle Parking	Yes	29%	24%	32%	0%
	No	71%	76%	68%	100%
Covered Bicycle Parking	Yes	64%	71%	86%	69%
	No	36%	29%	14%	31%
Passenger Loading Area	Yes	43%	71%	64%	0%
	No	57%	29%	36%	100%
Shower Facilities	Yes	100%	100%	100%	100%
	No	0%	0%	0%	0%